DTS losses/earnings

1696. SHRI ASHWANI KUMAR:
SHRI LAL K. ADVANI:

Will the Minister of SURFACE TRANSPORT be pleased to refer to the answer to Starred Question 440 given in the Rajya Sabha on 3rd December, 1986 and state:

(a) the increase in the earnings of the D.T.C. due to the last fare-hike and losses incurred by the DTC since then, inspite of the extra earnings; and

(b) what is the average expenditure incurred by the DTC on per K.M. of run and how does it compare with a similar K.M. run on Haryana Roadways?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) The earnings of DTC during the first 10 months of the current financial year are 64 per cent higher than the earnings for the corresponding period of the financial years 1985-86. The cash losses of DTC are expected to decrease from Rs. 78 crores during 1985-86 to Rs. 40 crores during the current year.

(b) the operational cost per KM. for DTC buses during the first 10 months of the current year is estimated at Rs. 4.67. Operational per kilometre cost of Haryana Roadways is not comparable as its services are inter-city while DTC services are predominantly intra-city.

[1697. **Transferred to the 17th March, 1987.**]

Shortage of freights bogies and high powered locos with the railways

1698. SHRI ATAL BIHARI VAJPAYEE:
SHRI KAILASHPATI MISHRA:

Will the Minister of RAILWAYS be pleased to refer to the answer to Unstarred Question 295 given in the Rajya Sabha on 25th February, 1987 and state:

(a) whether the Railways are facing acute shortage of freight bogies and high powered locos for transporting more goods;

(b) if so, what is the present position and requirements of such bogies and locos for goods transport; and

(c) what planning was done in this regard in the Sixth Five Year Plan period and with what results?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) and (b): Some shortage of rolling stock is felt during the fourth-month period December to March every year which is a peak period for freight traffic demand.

(c) Details of locomoties and wagons—planned for procurement during the 6th Plan, and actual number procured, are given below:—

	Original Plan	Revised Plan	Actual Procurement
Locomotive	780	1020	927
Wagons	1,00,000	80,000	73,026